

BY ORDER OF THE
SECRETARY OF THE AIR FORCE

AIR FORCE INSTRUCTION 11-2QF-16V2

10 JULY 2014



Flying Operations

**QF-16—AIRCREW EVALUATION
CRITERIA**

COMPLIANCE WITH THIS PUBLICATION IS MANDATORY

ACCESSIBILITY: Publications and forms are available for downloading or ordering on the e-Publishing website at www.e-Publishing.af.mil

RELEASABILITY: There are no releasability restrictions on this publication.

OPR: HQ ACC/A3TV

Certified by: HQ USAF/A3O
(Brig Gen Giovanni K. Tuck)

Pages: 42

This volume implements AFPD 11-2, *Aircraft Rules and Procedures*; AFPD 11-4, *Aviation Service*; and AFI 11-202 Volume 2, *Aircrew Standardization/Evaluation Program*. It applies to all ACC QF-16 units. ACC and 53 WEG will forward proposed unit level supplements to this volume to HQ USAF/A3O-A, through HQ ACC/A3TV, for approval prior to publication in accordance with (IAW) AFPD 11-2, paragraph 4.2. Copies of 53 WEG supplements, after approved and published, will be provided to HQ USAF/A3O-AI and HQ ACC/A3TV. Keep supplements current by complying with AFI 33-360, *Publications and Forms Management*.

Ensure that all records created as a result of processes prescribed in this publication are maintained in accordance with AFMAN 33-363, *Management of Records*, and disposed of in accordance with the Air Force Records Disposition Schedule (RDS) located in the Air Force Records Information Management System (AFRIMS). Requests for waivers must be submitted through the chain of command to the appropriate Tier waiver approval authority or if a non-tier requirement, to the publication OPR for consideration. Recommendations for improvements to this volume will be submitted on AF Form 847, *Recommendation for Change of Publication*, through channels, to HQ ACC/A3TV, 204 Dodd Blvd, Suite 133, Langley AFB VA 23665-2789. HQ USAF/A3 is the approval authority for interim changes to this instruction.

Chapter 1—GENERAL INFORMATION

3

1.1. General.	3
1.2. Waivers.	3
1.3. Procedures.	3

	1.4.	Grading Instructions.	3
Table	1.1.	General Criteria.	4
	1.5.	Emergency Procedures Evaluation.	4
Chapter 2—EVALUATION REQUIREMENTS			6
	2.1.	General.	6
	2.2.	Instrument/Qualification Evaluation.	6
	2.3.	Mission Evaluation.	7
	2.4.	Formal Course Evaluation.	7
	2.5.	Instructor Evaluation.	7
	2.6.	Instructor Pilot Rear Cockpit Landing Evaluations.	8
Table	2.1.	FLIGHT Evaluations.	8
Table	2.2.	Emergency Procedure Evaluations.	12
Chapter 3—FLIGHT EVALUATION CRITERIA			20
	3.1.	General Grading Standards.	20
	3.2.	General.	20
	3.3.	Instrument.	33
	3.4.	QF-16 FCS FLIGHT.	36
Chapter 4—EMERGENCY PROCEDURES EVALUATION CRITERIA			38
	4.1.	General Grading Standards:	38
	4.2.	General:	38
Attachment 1—GLOSSARY OF REFERENCES AND SUPPORTING INFORMATION			41

Chapter 1

GENERAL INFORMATION

1.1. General. All evaluations will be conducted IAW the provisions of AFI 11-202V2 and this volume. (T-2).

1.2. Waivers. Waiver authority for this publication is ACC/A3. Waivers will be requested from the ACC through appropriate channels.

1.3. Procedures.

1.3.1. Flight examiners (FEs) will use the evaluation criteria contained in **Chapter 3** for conducting flight evaluations and **Chapter 4** for emergency procedure evaluations (EPE). To ensure standard and objective evaluations, FE will be thoroughly familiar with the prescribed evaluation criteria. (T-2).

1.3.2. Recording devices (video recorders (DVR/VTR), air combat maneuvering instrumentation, etc.) should be used, when available, to reconstruct/evaluate the mission.

1.3.3. Unless specified, the examinee or FE may fly in any flight position/seat (to include chase) which will best enable the FE to conduct a thorough evaluation.

1.3.4. The FE will brief the examinee on the purpose of the evaluation and how it will be conducted prior to flight. The examinee will accomplish required flight planning in accordance with the flight position during the evaluation. Higher Headquarters FEs (and unit FEs as determined locally) may assist in mission planning/briefing as tasked and will be furnished a copy of necessary mission data, mission materials, and data transfer cartridge loads. (T-2).

1.3.5. The FE will thoroughly debrief all aspects of the evaluation. This debrief will include the examinee's overall rating, specific deviations, area grades assigned (if other than qualified) and any required additional training. (T-2).

1.4. Grading Instructions. Standards and performance parameters are contained in AFI 11-202V2 and this instruction.

1.4.1. Grading assumes smooth air and a stable aircraft baseline. Momentary deviations from tolerances are acceptable provided the examinee applies prompt corrective action and such deviations do not jeopardize flying safety. The FE will consider cumulative deviations when determining the overall grade.

1.4.2. Examinees will brief and fly the desired airspeed/AOA for approaches and SFO parameters. (T-2).

1.4.3. Appropriate area grades will be assigned by comparing examinee performance against standards per **Chapter 3**. The overall flight evaluation grade will be derived from individual area grades based on a composite for the observed events and tasks. (T-2).

1.4.3.1. FE judgment must be exercised for applying subjective area grades, for specific situations not covered, and for assigning the overall grade.

1.4.3.2. If the examinee receives an unqualified area grade in any of the critical areas identified by this volume, an overall qualification level of "Q-3" will be assigned. (T-2).

Table 1.1. General Criteria.

The following general criteria apply <u>at all times unless more restrictive in Chapter 3:</u>		
Q	Altitude	+/- 200 feet
	Airspeed	+/- 5%
	Course	+/- 5 degrees/3 NM (whichever is greater)
	TACAN Arc	≤ 3NM
Q-	Altitude	+/- 300 feet
	Airspeed	+/- 10%
	Course	+/- 10 degrees/5 NM (whichever is greater)
	TACAN Arc	> 3NM
U		Exceeded Q- limits

1.5. Emergency Procedures Evaluation. In order of preference, the EPE will be conducted in a flight simulator/unit training device (UTD), cockpit procedure trainer (CPT), or verbally. Only conduct a verbal EPE if a flight simulator/UTD or CPT is not available or not configured appropriately for the evaluation. Grading criteria for each required item are listed in [Chapter 4](#). This evaluation will include areas commensurate with examinee's qualification(s) as listed on the squadron letter of qualifications (LOXs)."

1.5.1. The following items are required on all Emergency Procedure Evaluations: All Critical Action Procedures (CAP) will be evaluated by the examinee completing a written CAP test at the beginning of the EPE and executing all CAPs during the EPE. Any incorrectly completed written CAP will result in a "U". The EPE will not be started until successful completion of the written CAP. (T-2).

1.5.1.1. In addition to the CAP requirement in [paragraph 1.5.1](#), additional "non-CAP" emergency procedures will be evaluated. Non-CAP emergency procedures will be selected from [Table 2.2](#). (T-2)

- 1.5.1.1.1. A minimum of one additional emergency procedure from the Ground Emergencies Section of Chapter 3 of the T.O. 1F-16XX-1 (XX denotes model - A/C)
- 1.5.1.1.2. A minimum of one additional emergency procedure from the Takeoff Emergencies Section of Chapter 3 of the T.O. 1F-16XX-1 (XX denotes model - A/C)
- 1.5.1.1.3. A minimum of two additional emergency procedures from the In-flight Emergencies Section of Chapter 3 of the T.O. 1F-16XX-1 (XX denotes model - A/C)
- 1.5.1.1.4. A minimum of one additional emergency procedure from the Landing Emergencies Section of Chapter 3 of the T.O. 1F-16XX-1 (XX denotes model - A/C)
- 1.5.1.2. Aircraft General Knowledge.
- 1.5.1.3. Cockpit/Crew Resource Management (CRM).
- 1.5.1.4. Unusual Attitude Recoveries. This also fulfills the Area 15 (Unusual Attitude Recoveries) requirement for Instrument/Qualification (INSTM/QUAL) evaluations.
- 1.5.2. All INSTM/QUAL EPEs will include the following additional items: **(T-2)**.
 - 1.5.2.1. AFMAN 11-217, *Instrument Flight Procedures*. Evaluate a minimum of one heads-up display (HUD) –out approach and use of standby/emergency instruments. Emphasis should be on whether the approach would permit a safe landing.
 - 1.5.2.2. Alternate/divert airfields. Evaluate a minimum of one approach at other than home base.
- 1.5.3. All Mission (MSN) EPEs will include the following items (tailor MSN evaluation scenarios to unit tasking/mission). **(T-2)**.
 - 1.5.3.1. Remote Control Operations and malfunctions.
 - 1.5.3.2. Chase aircraft considerations during unmanned QF-16 flight/emergency.
- 1.5.4. Examinees receiving an overall unqualified grade will be placed in supervised status until recommended additional training is completed and/or a reevaluation is successfully accomplished. Examinees receiving an overall unqualified grade because of an unsatisfactory CAP accomplishment will not be permitted to fly until a successful reevaluation is accomplished. For EPEs in which the examinee is qualified, but requires additional training, the FE will indicate whether the additional training will be accomplished before the next flight. Additional training and reevaluations will be accomplished IAW AFI 11-202V2. **(T-2)**.
- 1.5.5. In situations where INSTM/QUAL and MSN evaluation eligibility zones overlap, a single EPE may be administered to fulfill the requisites for a combined MSN/INSTM/QUAL evaluations. The combined EPE must be of sufficient scope and length to ensure all required areas for each evaluation are accomplished. **(T-3)**.
- 1.5.6. The following grading criteria will be used to grade individual items on EPEs: **(T-2)**.
 - 1.5.6.1. **Q**. Performance is correct. Quickly recognizes and corrects errors.
 - 1.5.6.2. **Q-**. Performance is safe, but indicates limited proficiency. Makes errors of omission or commission.
 - 1.5.6.3. **U**. Performance is unsafe or indicates lack of knowledge or ability

Chapter 2

EVALUATION REQUIREMENTS

2.1. General.

2.1.1. All evaluations will follow the guidelines set in AFI 11-202V2. **(T-2).**

2.1.2. Required areas for flight evaluations are detailed in [Table 2.1](#) and [Table 2.2](#) for EPEs. When it is impractical or not possible to accomplish a required flight evaluation area in-flight, it may be evaluated by an alternate method (i.e., simulator/UTD, CPT, or by verbal examination) in order to complete the evaluation. **(T-3).** Document the reason and type of alternate method used in the Comments portion of the AF Form 8. If the FE determines the required item cannot be adequately evaluated by an alternate method, the examinee will require an additional flight to complete the evaluation. **(T-3).**

2.1.2.1. Areas annotated with an "R" are required items for that evaluation.

2.1.2.2. Areas annotated with an R1 require evaluation of at least one of the items under the associated section and category for that evaluation (All CAPs are required to be accomplished for both INSTM/QUAL and MSN evaluations).

2.1.2.3. Areas indicated with an R2 require evaluation of at least two of the items under the associated section for that evaluation (All CAPs are required to be accomplished for both INSTM/QUAL and MSN evaluations).

2.1.3. Publications Check.Currency of Flight Publications. Evaluate all issued publications/checklists for currency and accuracy on all flight evaluations. **(T-2).**

2.1.4. Cockpit/Crew Resource Management (CRM). In accordance with AFI 11-290, *Cockpit/Crew Resource Management*, CRM skills will be evaluated during all evaluations. **(T-2).** CRM skills are integral to all phases of flight and are embedded within specific grading criteria. Therefore, no specific evaluation criteria area titled CRM exists. As all the CRM skills listed on the AF Form 4031, *CRM Skills Training/ Evaluation Form*, are included/embedded, use of the Form 4031 is unnecessary for evaluations in the F-16. The Stan/Eval trend program can be used to measure the effectiveness of CRM training.

2.1.5. Combined Evaluations. Combined evaluations flown must fulfill all current INSTM/QUAL and MSN evaluation requirements, including ground phase requisites. **(T-2).** One EPE may be accomplished that encompasses requirements of both EPEs, with additional simulator time as required to complete all items. **(T-3).**

2.2. Instrument/Qualification Evaluation. A mission flown according to instrument flight rules (to the maximum extent practical) best fulfills the objective of the INSTM/QUAL evaluation. To the maximum extent possible, this evaluation will include approaches at airfields other than home or deployed locations. Approaches may be flown to fields which have a non-published, practice approach available (e.g. Visual Flight Rules (VFR) conditions only approach), but not a published FLIP approach. The intent is to grade instrument procedures which are independent of an approach's certification (to use a non- published approach, the approach plate must be built using the standards applied to published approach plates, local OGV must approve use of the approach, and approval for the approach to must be documented in the

local unit supplement to AFI 11-202V2). This evaluation may be administered on any compatible training mission. When B/D model aircraft are available, pilots may complete their INSTM/QUAL evaluation with an FE occupying the rear cockpit. **(T-3).**

2.2.1. Minimum ground phase requisites are: **(T-2).**

2.2.1.1. Instrument examination.

2.2.1.2. Closed and open book qualification examinations.

2.2.1.3. EPE.

2.2.1.4. CAP Written Exam. Answers must contain all critical action items in proper sequence. Abbreviations are allowed.

2.3. Mission Evaluation. MSN evaluations will be flown IAW current unit taskings and will incorporate all appropriate evaluation requirements from **Table 2.1**. The profiles will be designed to evaluate the training/flight position/special qualifications as well as basic airmanship of the examinee. Initial MSN evaluations will be given IAW syllabus. Examinees will be evaluated in the position of their highest qualification. At the FE's discretion, portions may be flown in another position, but the emphasis is to have examinees evaluated at their highest qualification level. Examinees will only be evaluated on those areas for which they are qualified. **(T-2).**

2.3.1. QF-16 mission evaluations require remote control operations using the Drone Formation System and will normally be flown on a Fixed Control Site (FCS) profile.

2.3.2. When 2-seat QF-16D aircraft are available, pilots will complete this evaluation with the FE in the RCP. If a 2-seat aircraft is not available, the FE evaluates in a chase aircraft with Operations Officer approval. **(T-2).**

2.3.3. Minimum ground phase requisites are: **(T-2).**

2.3.3.1. EPE.

2.3.3.2. CAP Written Exam. Answers must contain all critical action items in proper sequence. Abbreviations are allowed.

2.4. Formal Course Evaluation. Syllabus evaluations will be flown IAW syllabus mission profile guidelines if stated, or on a mission profile developed from syllabus training objectives. Formal course guidelines may be modified, based on local operating considerations or FE judgment, to complete the evaluation. Training objectives and related areas will be graded using the performance criteria in **Chapter 3** and **Chapter 4**. **(T-3).**

2.5. Instructor Evaluation. Instructor evaluations will be conducted IAW AFI 11-202V2. **(T-2).**

2.5.1. Initial Flight Evaluation. To initially qualify as an instructor in the QF-16, the pilot must successfully complete an initial instructor evaluation. This is a one-time evaluation in which the examinee must demonstrate ability to instruct in some phase of the unit's mission. Except for requirements delineated under Area 33, Instructor Performance, in **Chapter 3**, specific profiles and/or events will be determined by the flight examiner. **(T-3).**

2.5.2. Subsequent aircrew evaluations (i.e. INSTM/QUAL and MSN) will include instructor portions during the evaluations. **(T-2).**

2.6. Instructor Pilot Rear Cockpit Landing Evaluations. An evaluation of rear cockpit landings will be completed prior to performing rear cockpit landing instructor duties. These duties include instruction for and demonstration of landings during initial qualification training, requalification training, or additional training. **(T-2)**

2.6.1. Examinees will complete the evaluation as follows: **(T-2)**.

2.6.1.1. All rear cockpit landing qualification evaluations will include satisfactory demonstration of overhead and emergency patterns, and a landing performed from the rear cockpit.

2.6.1.2. IPs will accomplish the rear cockpit landing qualification during either the INSTM/QUAL evaluation sortie, the MSN evaluation sortie or during another sortie as a requisite. 53 WEG will specify when the rear cockpit landing qualification will be completed and identify procedures for completion of this requirement in the unit supplement to AFI 11-202V2.

2.6.2. When the rear cockpit landing qualification is evaluated during a separate sortie as a requisite for a flight evaluation, record "SPOT" in the Flight Phase block on the AF Form 8. Describe the purpose of the evaluation as "Rear Cockpit Landing Qualification" in the Mission Description section of the Comments block. In addition, FEs will document all discrepancies on the AF Form 8 in Section IV, paragraph B, under a sub-paragraph after the EPE discrepancies as follows: "2. Rear Cockpit Landing Qualification." If no discrepancies are identified, enter "None" after the sub-paragraph title. A sub-paragraph 3 would then be used for flight discrepancies. If a reevaluation is required, an additional "SPOT" entry will be recorded in the Flight Phase block on the front of the AF Form 8. Additional training will be documented IAW AFI 11-202V2. **(T-3)**.

2.6.3. An initial rear cockpit landing qualification may be conducted independently of another evaluation. FEs will document completion of this Rear Cockpit Landing Qualification as a "SPOT" evaluation on an AF Form 8. Evaluate RCP landing qualification on all subsequent INSTM/QUAL evaluations. It may be an additional sortie on the INSTM/QUAL evaluation, and documented as SPOT. If the entire INSTM/QUAL evaluation sortie is flown from the RCP and RCP landing requirements IAW AFI 11-2MDS-Vol2 are met, annotate the AF Form 8 with an INSTM/QUAL flight only, and add rear cockpit landing qualification in the mission description on the back of the AF Form 8. **(T-3)**.

Table 2.1. FLIGHT Evaluations.

1--INSTRUMENT/QUALIFICATION EVALUATION							
2--MISSION EVALUATION							
AREA	NOTE	AREA TITLE	1	2			
GENERAL							
1		MISSION PLANNING	R	R			
2		BRIEFING (if applicable)	R	R			

3		PRETAKEOFF	R	R			
4		TAKEOFF	R				
5		FORMATION TAKEOFF					
6		DEPARTURE	R	R			
7		LEVEL OFF	R				
8		CRUISE/NAVIGATION	R	R			
9		FORMATION		R			
10		IN-FLIGHT CHECKS	R	R			
11		FUEL MANAGEMENT	R	R			
12		COMM/IFF	R	R			
13		NOT USED					
14	1	AIRWORK	R				
15	2	UNUSUAL ATTITUDE RECOVERIES	R				
16		NOT USED					
17		AIR REFUELING					
18		DESCENT	R				
19		GO-AROUND					
20		RECOVERY	R	R			
21	3	SFO TRAFFIC PATTERNS	R				
22	3	SFO APP/LANDING	R				
23		VFR PATTERN/APPROACH	R				
24		FORMATION APP/LANDING					
25		LANDING	R				
26		AFTER LANDING	R				

27		FLIGHT LEADERSHIP (if applicable)	R	R			
28		DEBRIEFING/CRITIQUE	R	R			
29		KNOWLEDGE	R	R			
30	Critical	AIRMANSHIP/SITUATIONAL AWARENESS	R	R			
31	Critical	SAFETY	R	R			
32	Critical	FLIGHT DISCIPLINE	R	R			
33		INSTRUCTOR PERFORMANCE (if applicable)	R	R			
34		NOT USED					
35		NOT USED					
36		TASK PRIORITIZATION	R	R			
37-40		NOT USED					
41		HOLDING					
42		INSTRUMENT PENETRATION/ENROUTE DESCENT	R				
43		INSTRUMENT PATTERNS	R				
44		NONPRECISION APPROACH	R				
45	4	PRECISION APPROACH (PAR)	R				
46	4	PRECISION APPROACH (ILS)	R				
47		MISSED APPROACH/CLIMB OUT	R				
48		CIRCLING/SIDESTEP APPROACH					
49		INSTRUMENT CROSS-CHECK	R				

50		NOT USED					
QF-16 FCS FLIGHT							
A. GENERAL							
51		AUTO TAKEOFF					
52		AIRWORK		R			
53		GO AROUND		R			
54		FCS PATTERN		R			
55		REMOTE APPROACH/LANDING		R			
56		SP/CONTROLLER COORDINATION		R			
57-70		NOT USED					

1. Airwork/Advanced Handling/Tactical Maneuvering. This area is required for pilots receiving INSTM/QUAL evaluations. Maneuvers can be:

- a. Aerobatics
- b. Advanced handling characteristics / Horn Awareness and Recovery Training Series / Confidence maneuvers
- c. Any Air-to-air mission (Basic Fighter Maneuvers (BFM), Air Combat Maneuvering, Air Combat Training, adversary training aid etc.)
- d. Formation (fingertip, tactical, trail)

2. Unusual Attitude Recoveries. Do not perform unusual attitude recoveries in single seat aircraft.

***3. Simulated Flame Out (SFO) Traffic Patterns/Approach/Landing.** Pilots unable to accomplish an SFO during their INSTM/QUAL evaluation may delay this emergency traffic pattern/approach requirement until their next periodic evaluation (usually a MSN evaluation). When delayed until the next periodic evaluation, that evaluation will be incomplete until the SFO is accomplished. Verbal evaluation of an SFO is never approved.

4. Precision Approach. Both a PAR and an ILS must be evaluated if equipment and facilities are available. If facilities or equipment are not available, the flight evaluation may be completed as long as one precision approach is flown. Annotate type of approach(es) flown in the Mission Description on the AF Form-8.

Table 2.2. Emergency Procedure Evaluations.

	1--INSTRUMENT/QUALIFICATION EMERGENCY PROCEDURES EVALUATION			
	2--MISSION EMERGENCY PROCEDURES EVALUATION			
AREA	NOTE	AREA TITLE	1	2

CRITICAL ACTION PROCEDURES				
GROUND EMERGENCIES			R	R
201		FIRE/OVERHEAT/FUEL LEAK (GROUND)	R	R
202		GROUND EGRESS	R	R
TAKEOFF EMERGENCIES			R	R
203		ABORT	R	R
204		AB MALFUNCTION ON TAKEOFF (TAKEOFF CONTINUED)	R	R
205		ENGINE FAILURE ON TAKEOFF (TAKEOFF CONTINUED)	R	R
206		ENGINE FIRE ON TAKEOFF (TAKEOFF CONTINUED)	R	R
207		LOW THRUST ON TAKEOFF/AT LOW ALTITUDE (NON-AB)	R	R
IN-FLIGHT EMERGENCIES				
208		ENGINE FAILURE/AIRSTART	R	R
209		OUT-OF-CONTROL RECOVERY	R	R
210		NOT USED		
NON-CAP MALFUNCTIONS				
GROUND EMERGENCIES			R1	R1
		ELECTRICAL SYSTEM FAILURES		
211		MAIN GENERATOR FAILURE (GROUND)		
212		MAIN AND STANDBY GENERATOR FAILURE (GROUND)		
		ENGINE		
213		HOT START (GROUND)		

214		HUNG START/NO START		
215		ENGINE AUTOACCELERATION (GROUND)		
		MISCELLANEOUS		
216		EMERGENCY GROUND JETTISON		
217		ACTIVATED EPU/HYDRAZINE LEAK		
218		NWS FAILURE/HARDOVER		
		BRAKE SYSTEM		
219		ANTISKID MALFUNCTION (GROUND)		
220		BRAKE FAILURE		
221		HOT BRAKES		
222-225		NOT USED		
TAKEOFF EMERGENCIES			R1	R1
		LANDING GEAR MALFUNCTIONS		
226		LG FAILS TO RETRACT		
227		LG HANDLE WILL NOT RAISE		
228		BLOWN TIRE ON TAKEOFF		
229-230		NOT USED		
IN-FLIGHT EMERGENCIES			R 2	R2
		ELECTRICAL SYSTEM FAILURES		
231		FLCS PMG FAILURE		
232		SINGLE GENERATOR FAILURES (IN FLIGHT)		
233		MAIN AND STANDBY FAILURE (IN FLIGHT)		
234		MAIN, STANDBY AND EPU GENERATOR FAILURE		

235		FLCS BATTERY DISCHARGE		
236		PARTIAL ELECTRICAL POWER LOSS		
237		ELECTRICAL POWER CYCLING		
238		AIRCRAFT BATTERY FAILURE		
239		EMERGENCY POWER DISTRIBUTION		
240-243		NOT USED		
244		UNCOMMANDED EPU OPERATION		
245		ABNORMAL EPU OPERATION		
		FLIGHT CONTROL FAILURES		
246		ADC/AIR DATA MALFUNCTIONS		
247		AOA PROBE ICING		
248		CADC MALFUNCTION		
249		P, R AND/OR Y MALFUNCTIONS		
250		SERVO MALFUNTION		
251		LEF MALFUNTION (SYMMETRIC)		
252		LEF MALFUNTION (ASYMMETRIC)		
253		TRIM MALFUNCTION		
254		CONTROLLABILITY CHECK		
255		FSAT EMERGENCIES		
		ENGINE MALFUNCTIONS		
256		ENGINE FIRE		
257		OVERHEAT CAUTION LIGHT		
258		ENGINE VIBRATIONS		

259		OIL SYSTEM MALFUNCTION		
260		ENGINE FAULT CAUTION LIGHT		
261		SEC CAUTION LIGHT		
262		FTIT INDICATOR FAILURE		
263		ZERO RPM/ERRONEOUS RPM INDICATION		
264		ABNORMAL OR NO ENGINE RESPONSE		
265		NOZZLE FAILURE [PW220]		
266		AB BLOWOUT/FAILURE TO LIGHT		
267		ENGINE STALL RECOVERY		
268		FLAMEOUT LANDING		
269		STUCK THROTTLE		
270		NOT USED		
		FUEL MALFUNCTIONS		
271		FUEL MANAGEMENT SYSTEM PFL		
272		FUEL LEAK		
273		FUEL LOW		
274		HOT FUEL/OIL OR GRAVITY FEED		
275		FUEL IMBALANCE		
276		TRAPPED EXTERNAL FUEL		
		HYDRAULIC MALFUNCTIONS		
277		SINGLE HYDRAULIC (SYSTEM A) FAILURE		
278		SINGLE HYDRAULIC (SYSTEM B) FAILURE		
279		DUAL HYDRAULIC FAILURE		

280		HYDRAULIC OVERPRESSURE		
281		SYSTEM B AND GENERATOR FAILURE (PTO SHAFT)		
282-285		NOT USED		
		MISCELLANEOUS		
286		EGI FAILURE		
287		INS COMPUTER FAILURE		
288		TOTAL INS FAILURE		
289		OXYGEN MALFUNCTION		
290		PBG MALFUNCTION		
291		SMOKE AND FUMES		
292-295		NOT USED		
		CANOPY MALFUNCTIONS		
296		CANOPY WARNING LIGHT ON		
297		CANOPY LOSS/PENETRATION IN FLIGHT		
		ENVIRONMENTAL CONTROL SYSTEM		
298		COCKPIT PRESSURE/TEMPERATURE MALFUNCTION		
299		EQUIP HOT CAUTION LIGHT		
300		NOT USED		
		EJECTION		
301		EJECTION IMMEDIATE		
302		EJECTION TIME PERMITTING		
303		FAILURE OF CANOPY TO SEPARATE		
304		EJECTION SEAT FAILURE		

305		MANUAL SEAT SEPARATION		
		JETTISON		
306		SELECTIVE JETTISON		
307		EMERGENCY JETTISON		
308-310		NOT USED		
LANDING EMERGENCIES			R2	R2
		LG MALFUNCTIONS		
311		LG HANDLE WILL NOT LOWER		
312		LG FAILS TO EXTEND		
313		ALTERNATE LG EXTENSION		
314		LANDING WITH LG UNSAFE/UP		
315		LANDING WITH A BLOWN MAIN GEAR TIRE		
316		LANDING WITH A BLOWN NOSE GEAR TIRE		
		MISCELLANEOUS		
217		ACTIVATED EPU/HYDRAZINE LEAK		
317		ASYMMETRIC STORES (LANDING)		
318		NLG WOW SWITCH FAILURE		
218		NWS FAILURE/HARDOVER		
254		CONTROLLABILITY CHECK		
268		FLAMEOUT LANDING		
		ARRESTMENTS		
319		CABLE ARRESTMENT		
320		NET ARRESTMENT		

		BRAKE SYSTEM		
321		ANTISKID MALFUNCTION (LANDING)		
220		BRAKE FAILURE		
221		HOT BRAKES		
322-325		NOT USED		
		GENERAL		
326		AIRCRAFT GENERAL KNOWLEDGE	R	R
327		UNUSUAL ATTITUDE RECOVERIES	R	R
328		AFMAN 11-217, INSTRUMENT FLIGHT PROCEDURES	R	
329		HUD OUT APPROACH	R	
330		STANDBY/EMERGENCY INSTRUMENTS	R	
331		ALTERNATE/DIVERT AIRFIELDS	R	
332-337		NOT USED		
<p>1. Areas annotated with an “R1” require evaluation of at least one of the items under the associated Section and category for that evaluation. See paragraph 1.5.1 for detailed information.</p> <p>2. Areas indicated with an “R2” require evaluation of at least two of the items under the associated Section for that evaluation. See paragraph 1.5.1 for detailed information.</p>				

Chapter 3

FLIGHT EVALUATION CRITERIA

3.1. General Grading Standards.

3.1.1. The grading criteria in this chapter are divided into three sections: General, Instrument, and QF-16 FCS flight. Use all sections for criteria applicable to the events performed on the evaluation. **(T-2)**.

3.1.2. Where major areas are divided into subareas, grades will be assigned to each subarea for which grading criteria is provided. Discrepancies will be annotated on the back of the AF Form 8 by subarea. **(T-2)**.

3.2. General.

3.2.1. Area 1--Mission Planning:

3.2.1.1. Mission Preparation:

3.2.1.1.1. **Q**. Clearly defined the mission overview and mission goals. Developed a sound plan to accomplish the mission. Provided specific information on what needed to be done. Solicited feedback from other crewmembers to ensure understanding of mission requirements. Thoroughly critiqued plans to identify potential problem areas and ensured all flight members understood possible contingencies. Checked all factors applicable to flight in accordance with applicable directives. When required, extracted necessary information from air tasking order/frag. Aware of alternatives available if flight cannot be completed as planned. Read and initialed for all items in the flight crew information file and read files. Prepared at briefing time.

3.2.1.1.2. **Q-**. Did not adequately define the mission overview and mission goals. Did not adequately address potential problem areas. Did not adequately solicit feedback or critique the plans to ensure understanding of possible contingencies. Minor error(s) or omission(s) detracted from mission effectiveness, but did not affect mission accomplishment. Demonstrated limited knowledge of performance capabilities or approved operating procedures/rules in some areas.

3.2.1.1.3. **U**. Did not define the mission overview and goals. Lack of specific information on required items. Did not solicit feedback from other crewmembers to ensure understanding. Did not critique plans to identify potential problem areas. Major error(s) or omission(s) would have prevented a safe or effective mission. Displayed unsatisfactory knowledge of operating data or procedures. Did not review or initial Go/No Go items. Not prepared at briefing time.

3.2.1.2. Publications:

3.2.1.2.1. **Q**. Publications were current and usable for any of the unit's combat taskings. Contained only minor deviations, omissions, and/or errors.

3.2.1.2.2. **Q-**. Publications contained deviations, omissions, and/or errors; however, contained everything necessary to effectively accomplish the mission and did not compromise safety of flight.

3.2.1.2.3. **U.** Not up to "Q-" standards. Contained major deviations, omissions, and/or errors.

3.2.2. Area 2--Briefing (if applicable):

3.2.2.1. Organization:

3.2.2.1.1. **Q.** Well organized, included all applicable information and presented in a logical sequence. Briefed flight member responsibilities, deconfliction contracts, combat mission priorities and sensor management. Concluded briefing in time to allow for element briefing (if applicable) and preflight of personal equipment, aircraft and ordnance.

3.2.2.1.2. **Q-.** Events out of sequence, hard to follow, some redundancy. Not fully prepared for briefing.

3.2.2.1.3. **U.** Confusing presentation, poorly organized and not presented in a logical sequence. Did not allow time for element briefing (if applicable) and preflight of personal equipment, aircraft and ordnance. Failed to brief required areas.

3.2.2.2. Presentation:

3.2.2.2.1. **Q.** Presented briefing in a professional manner covering all pertinent items. Effectively used available briefing aids. Flight members clearly understood mission requirements.

3.2.2.2.2. **Q-.** Some difficulty communicating clearly. Did not make effective use of available briefing aids. Dwelt on nonessential mission items.

3.2.2.2.3. **U.** Failed to conduct/attend required briefings. Failed to use available briefing aids. Redundant with lack of continuity. Lost interest of flight members. Demonstrated lack of knowledge of subject. Presentation created doubts or confusion.

3.2.2.3. Mission Coverage:

3.2.2.3.1. **Q.** Established objectives for the mission. Presented all training events and special interest items. Included effective technique discussion for accomplishing the mission.

3.2.2.3.2. **Q-.** Omitted items pertinent, but not critical, to the mission. Limited discussion of training events or special interest items. Dwelt on non-essential items. Limited discussion of valid techniques.

3.2.2.3.3. **U.** Did not establish relevant objectives for the mission. Omitted essential items. Failed to discuss training events or special interest items. Presented erroneous information and/or did not correct erroneous information that would affect safe/effective mission accomplishment. Omitted major training events. Did not discuss valid techniques.

3.2.2.4. Flight Member Consideration:

3.2.2.4.1. **Q.** Properly assessed the abilities of all flight members. Briefed corrective action from previous mission and probable problem areas when appropriate.

3.2.2.4.2. **Q-** Did not correctly assess all flight members' abilities. Did not identify probable problem areas.

3.2.2.4.3. **U.** Ignored flight members' abilities and past problem areas.

3.2.3. Area 3—Pre-takeoff:

3.2.3.1. **Q.** Established and adhered to step, start engine, taxi and take-off times to assure thorough preflight, check of personal equipment, element briefing, etc. Accurately determined readiness of aircraft for flight. Performed all checks and procedures prior to takeoff in accordance with approved checklists and applicable directives.

3.2.3.2. **Q-** Same as above except for minor procedural deviations which did not detract from mission effectiveness.

3.2.3.3. **U.** Omitted major item(s) of the appropriate checklist. Major deviations in procedure which would preclude safe mission accomplishment. Failed to accurately determine readiness of aircraft for flight. Pilot errors directly contributed to a late takeoff which degraded the mission or made it non-effective.

3.2.4. Area 4--Takeoff:

3.2.4.1. **Q.** Maintained smooth aircraft control throughout takeoff. Performed takeoff in accordance with flight manual procedures and techniques.

3.2.4.2. **Q-** Minor flight manual procedural or technique deviations. Control was inconsistent, rough or erratic.

3.2.4.3. **U.** Takeoff potentially dangerous. Exceeded aircraft/systems limitations and/or violated applicable flight rules. Over-controlled aircraft resulting in excessive deviations from intended flight path.

3.2.5. Area 5--Formation Takeoff:

3.2.5.1. Lead:

3.2.5.1.1. **Q.** Smooth on controls. Excellent wingman consideration.

3.2.5.1.2. **Q-** Occasionally rough on controls. Lack of wingman consideration made it difficult for the wingman to maintain position.

3.2.5.1.3. **U.** Erratic control. Did not consider the wingman.

3.2.5.2. Wingman:

3.2.5.2.1. **Q.** Maintained position with only momentary deviations. Maintained appropriate separation and complied with procedures and leader's instructions.

3.2.5.2.2. **Q-** Overcontrolled the aircraft to the extent that formation position varied considerably.

3.2.5.2.3. **U.** Abrupt position corrections. Did not maintain appropriate separation or formation position throughout the takeoff.

3.2.6. Area 6--Departure:

3.2.6.1. Instrument/Visual Flight Rules:

3.2.6.1.1. **Q.** Performed departure as published/directed and complied with all restrictions.

3.2.6.1.2. **Q-.** Minor deviations in airspeed and navigation occurred during completion of departure.

3.2.6.1.3. **U.** Failed to comply with published/directed departure instructions.

3.2.6.2. --Trail Departure/Rejoin:

3.2.6.2.1. **Q.** Effective use of radar. Trail departure/rejoin accomplished using proper procedures and techniques. Provided efficient commentary throughout departure and/or rejoin.

3.2.6.2.2. **Q-.** Minor deviations from established or appropriate procedures. Slow to obtain radar lock-on and/or contact due to poor technique. Delayed rejoin due to poor radar technique or inefficient commentary.

3.2.6.2.3. **U.** Unable to accomplish trail departure or rejoin. Gross overshoot or excessively slow rejoin caused by poor technique. Missed rejoin.

3.2.7. Area 7--Level Off:

3.2.7.1. **Q.** Leveled off smoothly. Promptly established proper cruise airspeed.

3.2.7.2. **Q-.** Level off was erratic. Slow in establishing proper cruise airspeed. Slow to set/reset altimeter, as required.

3.2.7.3. **U.** Level-off was erratic. Exceeded Q- limits. Excessive delay or failed to establish proper cruise airspeed. Failed to set/reset altimeter, as required.

3.2.8. Area 8--Cruise/Navigation:

3.2.8.1. **Q.** Demonstrated satisfactory capability to navigate using all available means. Used appropriate navigation procedures. Ensured nav aids were properly tuned, identified, and monitored. Complied with clearance instructions. Aware of position at all times. Remained within the confines of assigned airspace.

3.2.8.2. **Q-.** Minor errors in procedures/use of navigation equipment. Some deviations in tuning, identifying, and monitoring nav aids. Slow to comply with clearance instructions. Had some difficulty in establishing exact position and course.

3.2.8.3. **U.** Major errors in procedures/use of navigation equipment. Could not establish position. Failed to recognize checkpoints or adjust for deviations in time and course. Did not remain within the confines of assigned airspace. Exceeded parameters for **Q-.**

3.2.9. Area 9--Formation:

3.2.9.1. Flight Lead:

3.2.9.1.1. **Q.** Established and maintained appropriate formations utilizing published and briefed procedures. Maintained positive control of flight/element. Smooth control and considered the wingman appropriately. Planned ahead and made timely decisions. Ensured wingman position and adherence to deconfliction contracts. Effectively coordinated with other flight members throughout the mission. Ensured smooth and efficient flight operation.

3.2.9.1.2. **Q-** Made minor deviations from published and/or briefed procedures. Demonstrated limited flight management. Occasionally rough on the controls. Maneuvered excessively, making it difficult for wingman to maintain position. Did not always plan ahead and/or hesitant in making decisions. Flight coordination was adequate to accomplish the mission. Deficiencies in communication or interaction resulted in degraded flight or mission efficiency.

3.2.9.1.3. **U.** Formation flight not accomplished in accordance with published and/or briefed procedures. Did not establish appropriate formations. Continually rough on the controls. Maneuvered erratically causing wingman to break out or overshoot formation. Provided little consideration for wingman. Indecisive. Failed to ensure wingman maintained proper position. Failed to maintain deconfliction contracts. Poor flight coordination seriously degraded mission accomplishment or safety of flight.

3.2.9.2. Wingman:

3.2.9.2.1. **Q.** Maintained position in accordance with published and briefed procedures with only momentary deviations. Demonstrated smooth and immediate position corrections. Maintained appropriate separation and complied with leader's instructions. Rejoin was smooth and timely. Contributed to the smooth and efficient operation of the flight. Maintained mutual support during the entire sortie.

3.2.9.2.2. **Q-** Made minor deviations to published procedures. Slow to comply with leader's instructions. Varied position considerably. Overcontrolled. Slow to rejoin. Made minor mistakes reducing mutual support. Minor errors in performing assigned flight tasks.

3.2.9.2.3. **U.** Formation flight not accomplished in accordance with published and/or briefed procedures. Did not comply with leader's instructions. Unable to maintain a formation position. Failed to maintain deconfliction contracts. Made abrupt position corrections. Did not maintain appropriate separation. Rejoin was unsafe. Poor flight coordination seriously degraded mission accomplishment or safety of flight.

3.2.10. Area 10--In-flight Checks:

3.2.10.1. **Q.** Performed all in-flight checks as required.

3.2.10.2. **Q-** Same as qualified, except for minor deviations or omissions during checks. Did not detract from mission accomplishment.

3.2.10.3. **U.** Did not perform in-flight checks or monitor systems to the degree that an emergency condition would have developed if allowed to continue uncorrected or would have severely degraded mission accomplishment.

3.2.11. Area 11--Fuel Management:

3.2.11.1. **Q.** Properly managed fuel throughout the mission. Complied with all established fuel requirements. Adhered to briefed Joker/Bingo calls.

3.2.11.2. **Q-** Errors in fuel management procedures which did not preclude mission accomplishment.

3.2.11.3. **U.** Failed to monitor fuel status or comply with established fuel requirements. Poor fuel management precluded mission accomplishment or required intervention for safety. Did not adhere to briefed fuel requirements.

3.2.12. Area 12--Comm/Identification, Friend or Foe (IFF):

3.2.12.1. **Q.** Complete knowledge of and compliance with correct Comm/IFF procedures. Transmissions concise, accurate and utilized proper terminology. Complied with and acknowledged all required instructions. Thoroughly familiar with communications equipment (if applicable).

3.2.12.2. **Q-.** Occasional deviations from correct procedures required retransmissions or resetting codes. Slow in initiating or missed several required calls. Minor errors or omissions did not significantly detract from situational awareness, threat warning or mission accomplishment. Transmissions contained extraneous matter, were not in proper sequence or used nonstandard terminology. Demonstrated limited knowledge of communications equipment (if applicable).

3.2.12.3. **U.** Incorrect procedures or poor performance caused confusion and jeopardized mission accomplishment. Omitted numerous required radio calls. Inaccurate or confusing terminology significantly detracted from situational awareness, threat warning or mission accomplishment. Displayed inadequate knowledge of communications equipment (if applicable).

3.2.13. Area 13--Not used.

3.2.14. Area 14--Airwork:

3.2.14.1. **Q.** Aircraft control during maneuvers was positive and smooth. Maneuvers performed IAW directives and appropriate to the tactical situation/environment. Adhered to established procedures.

3.2.14.2. **Q-.** Aircraft control during maneuvers not always smooth and positive, but adequate. Minor procedure deviations or lack of full consideration for the tactical situation.

3.2.14.3. **U.** Aircraft control erratic. Aircraft handling caused unsatisfactory accomplishment of maneuvers. Exceeded Q- criteria. Failed to consider the tactical situation. Temporary loss of aircraft control.

3.2.15. Area 15--Unusual Attitude Recoveries:

3.2.15.1. **Q.** Smooth, positive recovery to level flight with correct recovery procedures.

3.2.15.2. **Q-.** Slow to analyze attitude, or erratic in recovery to level flight. Correct recovery procedures used.

3.2.15.3. **U.** Unable to determine attitude. Improper recovery procedures were used.

3.2.16. Area 16--Not used.

3.2.17. Area 17--Air Refueling:

3.2.17.1. Air Refueling Rendezvous:

- 3.2.17.1.1. **Q.** Rendezvous effectively accomplished using proper procedures. Demonstrated effective use of radio communications. Used proper communication procedures for briefed Emission Control level.
- 3.2.17.1.2. **Q-.** Rendezvous delayed by improper techniques, procedures or radio communications.
- 3.2.17.1.3. **U.** Displayed lack of knowledge or familiarity with procedures to the extent that air refueling was or could have been jeopardized. Failed rendezvous as a result of improper procedures. Gross overshoot, spent excessive time in trail or safety of flight jeopardized due to poor judgment.
- 3.2.17.2. --Air Refueling Procedures/Techniques:
- 3.2.17.2.1. **Q.** Expeditiously established and maintained proper position. Used proper procedures. Aircraft control was positive and smooth. Refueled without pilot-induced disconnects.
- 3.2.17.2.2. **Q-.** Slow to recognize and apply needed corrections to establish and maintain proper position. Aircraft control was not always positive and smooth, but adequate. Accomplished published/directed procedures with deviations or omissions that did not affect the successful completion of air refueling.
- 3.2.17.2.3. **U.** Erratic in the pre-contact/refueling position. Made deviations or omissions that affected flight safety and/or the successful completion of the air refueling. Used unacceptable procedures. Excessive time to hookup delayed mission accomplishment. Performance caused excessive and unnecessary pilot-induced disconnects and/or delayed mission accomplishment.
- 3.2.18. Area 18--Descent:
- 3.2.18.1. **Q.** Performed descent as directed, complied with all restrictions.
- 3.2.18.2. **Q-.** Performed descent as directed with minor deviations.
- 3.2.18.3. **U.** Performed descent with major deviations.
- 3.2.19. Area 19--Go-Around:
- 3.2.19.1. **Q.** Initiated and performed go-around promptly in accordance with flight manual and operational procedures and directives.
- 3.2.19.2. **Q-.** Slow to initiate go-around or procedural steps.
- 3.2.19.3. **U.** Did not self-initiate go-around when appropriate or directed. Applied incorrect procedures.
- 3.2.20. Area 20--Recovery:
- 3.2.20.1. **Q.** Performed recovery IAW applicable procedures using proper techniques. Effective use of radar during radar assisted trail recovery. Provided efficient commentary throughout recovery.
- 3.2.20.2. **Q-.** Performed recovery with minor deviations from established or appropriate procedures. Slow to obtain radar lock-on and/or contact due to poor technique during radar assisted trail recovery. Inefficient commentary.

3.2.20.3. **U.** Recovery not performed IAW applicable procedures. Unable to accomplish radar assisted trail recovery (if applicable) due to poor technique.

3.2.21. Area 21--SFO Traffic Pattern (Prior to configuration):

3.2.21.1. **Q.** Complied with all flight manual and operational procedures. Maintained safe maneuvering airspeed/AOA. Flew approach compatible with the situation. Adjusted approach for type emergency simulated.

3.2.21.2. **Q-.** Minor procedural errors. Erratic airspeed/AOA control. Errors did not detract from safe handling of the situation.

3.2.21.3. **U.** Did not comply with applicable procedures. Erratic airspeed/AOA control compounded problems associated with the emergency. Flew an approach which was incompatible with the simulated emergency. Did not adjust approach for simulated emergency.

3.2.22. Area 22--SFO Approach/Landing (Configuration through rollout):

3.2.22.1. **Q.** Used sound judgment and could have safely landed. Configured at the appropriate position/altitude. Flew final based on recommended procedures, airspeed/AOA and glidepath. Smooth, positive control of aircraft. Set parameters for ejection if necessary. Touchdown point was IAW applicable guidance and/or permitted safe stopping on available runway. Arrestment gear could have been safely used.

3.2.22.2. **Q-.** Safety not compromised. Configured at a position and altitude which allowed for a safe approach. Could have landed safely with the following deviations: Minor deviations from recommended procedures, airspeed/AOA and altitudes. Unnecessary maneuvering due to minor errors in planning or judgment.

3.2.22.3. **U.** Major deviations from recommended procedures, airspeed/AOA and altitudes. Required excessive maneuvering due to inadequate planning or judgment. Could not have landed safely. Touchdown point was not IAW applicable guidance and did not or would not allow for safe stopping on available runway. Arrestment gear could not have been used. Did not set parameters for ejection if approach was unsuccessful.

3.2.23. Area 23--VFR Pattern/Approach:

3.2.23.1. **Q.** Performed patterns/approaches IAW procedures and techniques outlined in the flight manual, operational procedures and local directives. Aircraft control was smooth and positive. Accurately aligned with runway. Maintained proper/briefed airspeed/AOA. Airspeed -5/+10 knots.

3.2.23.2. **Q-.** Performed patterns/approaches with minor deviations to procedures and techniques outlined in the flight manual, operational procedures and local directives. Aircraft control was not consistently smooth, but safe. Alignment with runway varied. Slow to correct to proper/briefed airspeed/AOA. Airspeed -5/+15 knots.

3.2.23.3. **U.** Approaches not performed IAW procedures and techniques outlined in the flight manual, operational procedures and local directives. Erratic aircraft control. Large deviations in runway alignment. Exceeded Q- parameters.

3.2.24. Area 24--Formation Approach/Landing:

3.2.24.1. Flight lead:

3.2.24.1.1. **Q.** Smooth on controls and considered wingman. Complied with formation landing procedures. Flew approach as published/directed.

3.2.24.1.2. **Q-.** Occasionally rough on the controls. Made it difficult for wingman to maintain position. Some procedural deviations. Slow to comply with published procedures.

3.2.24.1.3. **U.** Did not monitor wingman's position or configuration. Rough on the controls. No consideration for wingman. Major deviations in procedures. Did not fly approach as published/directed. Flight could not land from approach.

3.2.24.2. Wingman:

3.2.24.2.1. **Q.** Maintained position with only momentary deviations. Smooth and immediate corrections. Maintained appropriate separation and complied with procedures and leader's instructions.

3.2.24.2.2. **Q-.** Varied position considerably. Overcontrolled.

3.2.24.2.3. **U.** Abrupt position corrections. Did not maintain appropriate separation. Erratic wing position and/or procedural deviations.

3.2.25. Area 25--Landing. Listed criteria only applicable to normal VFR approaches. Where runway configuration, arresting cable placement or flight manual limitations require an adjustment to the desired touchdown point, a simulated runway threshold will be identified and the grading criteria applied accordingly. For instrument approaches, the examinee should utilize a normal glideslope from either the decision height or from a point where visual acquisition of the runway environment is made.

3.2.25.1. **Q.** Performed landings IAW procedures and techniques outlined in the flight manual, operational procedures and local directives. Touchdown Point 150'feet to 1000'feet from the runway threshold.

3.2.25.2. **Q-.** Performed landings with minor deviations to procedures and techniques outlined in the flight manual, operational procedures and local directives. Touchdown Point 0'feet to 149'feet or 1001'feet to 1500'feet from the runway threshold.

3.2.25.3. **U.** Landing not performed IAW procedures and techniques outlined in the flight manual, operational procedures and local directives. Touchdown Point exceeded Q-criteria.

3.2.26. Area 26--After Landing:

3.2.26.1. **Q.** Appropriate after landing checks and aircraft taxi procedures accomplished in accordance with the flight manual and applicable directives. Completed all required forms accurately.

3.2.26.2. **Q-.** Same as qualified except some deviations or omissions noted in performance of after landing check and/or aircraft taxi procedures in which safety was not jeopardized. Required forms completed with minor errors.

3.2.26.3. **U.** Major deviations or omissions were made in performance of after-landing check or aircraft taxi procedures which could have jeopardized safety. Data recorded inaccurately or omitted.

3.2.27. Area 27--Flight Leadership (if applicable):

3.2.27.1. **Q.** Positively and effectively led the flight and made timely comments to correct discrepancies when required. Made sound and timely in-flight decisions. Provided direction/information when needed. Adapted effectively to meet new situational demands. Knew assigned tasks of other flight members. Asked for inputs and made positive statements to motivate flight members/other agencies. Coordinated effectively with other flight members/other agencies without misunderstanding, confusion, or undue delay.

3.2.27.2. **Q-.** In-flight decisions delayed mission accomplishment or degraded training benefit. Flight coordination was limited though adequate to accomplish the mission. Provided limited direction/information when needed. Slow to adapt to meet new situational demands. Demonstrated only limited knowledge of assigned tasks of other flight members. Did not consistently seek inputs from other flight members/other agencies. Limited effort to motivate flight members/other agencies through positive statements.

3.2.27.3. **U.** Did not accomplish the mission or failed to correct in-flight discrepancies. In-flight decisions were unsafe and/or jeopardized mission accomplishment. Failed to maintain briefed formation roles and responsibilities. Did not provide direction/information when needed. Did not adapt to meet new situational demands. Did not know the assigned tasks of other flight members. Did not ask for inputs. Made no effort to make positive statements to motivate flight members/other agencies. Lack of flight/other agency coordination resulted in significant degradation of mission accomplishment.

3.2.28. Area 28--Debriefing/Critique:

3.2.28.1. **Q.** Thoroughly debriefed the mission (or applicable portions) in a timely manner. Correctly analyzed mission results with respect to established objectives. Provided specific, objective, non-threatening positive and negative feedback on team and individual performance. Debriefed deviations. Offered corrective guidance as appropriate. Thoroughly debriefed any breakdowns in deconfliction contracts, roles and responsibilities. Asked for reactions/inputs from other mission participants. Re-capped key points and compared mission results with mission objectives.

3.2.28.2. **Q-.** Limited debriefing. Did not thoroughly discuss performance relative to mission objectives. Minor time management problems. Debriefed mission without specific, non-threatening positive and negative feedback on individual and team performance. Did not debrief significant deviations to an acceptable level. Did not consistently seek input from other mission participants. Incomplete or inadequate re-cap of key points and comparison of mission results to mission objectives.

3.2.28.3. **U.** Did not correctly debrief mission deviations or offer corrective guidance. Used excessive time to debrief. Failed to debrief breakdowns in deconfliction contracts, roles and responsibilities. Did not provide non-threatening positive and negative feedback

during debriefing. Did not seek input from other mission participants. Did not re-cap key mission points nor compare mission results to mission objectives.

3.2.29. Area 29--Knowledge. Evaluate all applicable subareas.

3.2.29.1. Aircraft General:

3.2.29.1.1. **Q.** Demonstrated thorough knowledge of aircraft systems, limitations and performance characteristics.

3.2.29.1.2. **Q-.** Knowledge of aircraft systems, limitations, and performance characteristics sufficient to perform the mission safely. Demonstrated deficiencies either in depth of knowledge or comprehension.

3.2.29.1.3. **U.** Demonstrated unsatisfactory knowledge of aircraft systems, limitations or performance characteristics.

3.2.29.2. Emergency Procedures:

3.2.29.2.1. **Q.** Displayed 100% correct, immediate response to CAP and non-CAP emergency situations. Effectively used checklist.

3.2.29.2.2. **Q-.** Response to CAP emergencies 100% correct. Response to certain areas of non-CAP emergencies or follow on steps to CAP was slow/confused. Used the checklist when appropriate, but slow to locate required data.

3.2.29.2.3. **U.** Incorrect response for CAP emergency. Unable to analyze problems or take corrective action. Did not use checklist, or lacks acceptable familiarity with its arrangement or contents.

3.2.29.3. Flight Rules/Procedures:

3.2.29.3.1. **Q.** Thorough knowledge of flight rules and procedures.

3.2.29.3.2. **Q-.** Deficiencies in depth of knowledge.

3.2.29.3.3. **U.** Inadequate knowledge of flight rules and procedures.

3.2.29.4. Local Area Procedures:

3.2.29.4.1. **Q.** Thorough knowledge of local procedures.

3.2.29.4.2. **Q-.** Limited knowledge of local procedures.

3.2.29.4.3. **U.** Inadequate knowledge of local procedures.

3.2.29.5. Plans/Alert Procedures:

3.2.29.5.1. **Q.** Adequate knowledge of plans applicable to the unit mission.

3.2.29.5.2. **Q-.** Deficiencies in depth of knowledge or comprehension of plans or applicable to the unit.

3.2.29.5.3. **U.** Knowledge of plans insufficient to ensure effective mission accomplishment.

3.2.30. Area 30--Airmanship/Situational Awareness (Critical):

3.2.30.1. **Q.** Executed the assigned mission in a timely, efficient manner. Conducted the flight with a sense of understanding and comprehension. Made appropriate decisions based on available information. Recognized the need for action. Aware of performance of self and other flight members. Aware of on-going mission status. Recognized, verbalized and correctly acted on unexpected events.

3.2.30.2. **U.** Decisions or lack thereof resulted in failure to accomplish the assigned mission. Mis-analyzed flight conditions and/or failed to recognize/understand mission developments, or demonstrated poor judgment to the extent that flight safety could have been compromised. Did not recognize the need for action. Not aware of performance of self and other flight members. Not aware of on-going mission status. Failed to recognize, verbalize and act on unexpected events.

3.2.31. Area 31--Safety (Critical):

3.2.31.1. **Q.** Aware of and complied with all safety factors required for safe aircraft operation and mission accomplishment.

3.2.31.2. **U.** Was not aware of or did not comply with all safety factors required for safe operation or mission accomplishment. Did not adequately clear aircraft flight path. Operated the aircraft in a dangerous manner.

3.2.32. Area 32--Flight Discipline (Critical):

3.2.32.1. **Q.** Provided required direction/information. Correctly adapted to meet new situational demands. Demonstrated strict professional flight and crew discipline throughout all phases of the mission.

3.2.32.2. **U.** Did not provide direction/information when needed. Did not correctly adapt to meet new situational demands. Failed to exhibit strict flight or pilot discipline. Violated or ignored rules or instructions.

3.2.33. Area 33—Instructor Performance (if applicable).

3.2.33.1. Briefing/Debriefing:

3.2.33.1.1. **Q.** Presented a comprehensive, instructional briefing/debriefing which encompassed all mission events. Made excellent use of training aids. Excellent analysis of all events/maneuvers. Clearly defined objectives. Gave positive and negative performance feedback at appropriate times—feedback was specific, objective, based on observable behavior, and given constructively. Re-capped key points/compared mission's results with objectives. When appropriate, took the initiative and time to share operational knowledge and experience.

3.2.33.1.2. **Q-.** Minor errors or omissions in briefing/debriefing or mission critique. Occasionally unclear in analysis of events or maneuvers. Some feedback given, but was not always given at appropriate times and not always a positive learning experience for the entire formation. Debrief covered the mission highlights but was not specific enough.

3.2.33.1.3. **U.** Major errors or omissions in briefing/debriefing. Analysis of events or maneuvers was incomplete, inaccurate or confusing. Did not use training aids/reference material effectively. Briefing/debriefing below the caliber of that

expected of instructors. Failed to define mission objectives. Feedback not given or given poorly. Attempted to hide mistakes. Elected not to conduct flight debrief.

3.2.33.2. Demonstration of Maneuvers.

3.2.33.2.1. **Q.** Performed required maneuvers within prescribed parameters. Provided concise, meaningful in-flight commentary. Demonstrated excellent instructor proficiency.

3.2.33.2.2. **Q-.** Performed required maneuvers with minor deviations from prescribed parameters. In-flight commentary was sometimes unclear.

3.2.33.2.3. **U.** Was unable to properly perform required maneuvers. Made major procedural errors. Did not provide in-flight commentary. Demonstrated below average instructor proficiency.

3.2.33.3. Instructor Knowledge:

3.2.33.3.1. **Q.** Demonstrated in-depth knowledge of procedures, requirements, aircraft systems/performance characteristics, mission and tactics beyond that expected of non-instructors.

3.2.33.3.2. **Q-.** Deficiencies in depth of knowledge, comprehension of procedures, requirements, aircraft systems/performance characteristics, mission or tactics.

3.2.33.3.3. **U.** Unfamiliar with procedures, requirements, aircraft systems/performance characteristics, mission or tactics. Lack of knowledge in certain areas seriously detracted from instructor effectiveness.

3.2.33.4. Ability to Instruct:

3.2.33.4.1. **Q.** Demonstrated excellent instructor/evaluator ability. Clearly defined all mission requirements and any required additional training/corrective action. Instruction/evaluation was accurate, effective and timely. Was completely aware of aircraft/mission situation at all times.

3.2.33.4.2. **Q-.** Problems in communication or analysis degraded effectiveness of instruction/evaluation.

3.2.33.4.3. **U.** Demonstrated inadequate ability to instruct/evaluate. Unable to perform, teach or assess techniques, procedures, systems use or tactics. Did not remain aware of aircraft/mission situation at all times.

3.2.33.5. Training/Evaluation Forms Preparation:

3.2.33.5.1. **Q.** Completed appropriate training/evaluation records accurately. Adequately assessed and recorded performance. Comments were clear and pertinent.

3.2.33.5.2. **Q-.** Minor errors or omissions in training/evaluation records. Comments were incomplete or slightly unclear.

3.2.33.5.3. **U.** Did not complete required forms or records. Comments were invalid, unclear, or did not accurately document performance.

3.2.34. Area 34--Not used.

3.2.35. Area 35--Not used.

3.2.36. Area 36--Task Prioritization:

3.2.36.1. **Q.** Correctly identified, prioritized and managed tasks based on existing and new information that assured mission success. Used available resources to manage workload, communicated task priorities to other flight members. Asked for assistance when required. Displayed sound knowledge of systems. Effectively identified contingencies and alternatives. Gathered and crosschecked available data before acting. Clearly stated decisions and ensured they were understood. Investigated doubts and concerns of other flight members when necessary.

3.2.36.2. **Q-.** Made minor errors in prioritization, management of tasks, system knowledge which did not affect safe or effective mission accomplishment. Did not completely communicate task priorities to other flight members. Made minor errors in identifying contingencies, gathering data, or communicating a decision which did not affect safe or effective mission accomplishment.

3.2.36.3. **U.** Incorrectly prioritized or managed tasks. Displayed lack of systems knowledge causing task overload that seriously degraded mission accomplishment or safety of flight. Failed to communicate task priorities to other flight members. Failed to ask for assistance when overloaded. Improperly or ineffectively identified contingencies, gathered data, or communicated a decision that seriously degraded mission accomplishment or safety of flight.

3.2.37. Areas 37-40--Not used.

3.3. Instrument.

3.3.1. Area 41--Holding:

3.3.1.1. **Q.** Performed entry and holding IAW published procedures and directives. Holding pattern limit exceeded by not more than: Leg Timing \pm 15 seconds, TACAN \pm 2 NM.

3.3.1.2. **Q-.** Minor deviations to procedures or directives. Holding pattern limit exceeded by not more than: Leg Timing \pm 20 seconds, TACAN \pm 3 NM.

3.3.1.3. **U.** Holding was not IAW published procedures and directives. Exceeded criteria for Q- or holding pattern limits.

3.3.2. Area 42--Instrument Penetration (Initial Approach Fix to Final Approach Fix/Descent Point)/Enroute Descent (radar vectors to final approach):

3.3.2.1. **Q.** Performed the penetration/enroute descent and approach as published/directed and IAW applicable flight manuals. Complied with all restrictions. Made smooth and timely corrections.

3.3.2.2. **Q-.** Performed the penetration/enroute descent and approach with minor deviations. Complied with all restrictions. Slow to make corrections.

3.3.2.3. **U.** Performed the penetration/enroute descent and approach with major deviations. Erratic corrections.

3.3.3. Area 43--Instrument Patterns (Downwind/Base Leg):

3.3.3.1. **Q.** Performed procedures as published or directed and IAW flight manual. Smooth and timely response to controller instruction.

3.3.3.2. **Q-.** Performed procedures with minor deviations. Slow to respond to controller instruction.

3.3.3.3. **U.** Performed procedures with major deviations/erratic corrections. Failed to comply with controller instruction.

3.3.4. Area 44--Nonprecision Approach:

3.3.4.1. **Q.** Adhered to all published/directed procedures and restrictions. Used appropriate descent rate to arrive at Minimum Descent Altitude (MDA) at or before Visual Descent Point (VDP)/Missed Approach Point (MAP). Position would have permitted a safe landing. Maintained proper/briefed AOA.

3.3.4.1.1. Airspeed +10/-5 knots.

3.3.4.1.2. Heading +/-5 degrees (ASR).

3.3.4.1.3. Course +/-5 degrees at MAP.

3.3.4.1.4. Localizer less than one dot deflection.

3.3.4.1.5. Minimum Descent Altitude +100/-0 feet.

3.3.4.2. **Q-.** Performed approach with minor deviations. Arrived at MDA at or before the MAP, but past the VDP. Position would have permitted a safe landing. Slow to correct to proper/briefed AOA.

3.3.4.2.1. Airspeed +15/-5 knots.

3.3.4.2.2. Heading +/-10 degrees (ASR).

3.3.4.2.3. Course +/-10 degrees at MAP.

3.3.4.2.4. Localizer within two dots deflection.

3.3.4.2.5. Minimum Descent Altitude +150/-50 feet.

3.3.4.3. **U.** Did not comply with published/directed procedures or restrictions. Exceeded Q- limits. Maintained steady-state flight below the MDA, even though the 50 foot limit was not exceeded. Could not land safely from the approach. **Note:** The 50 foot tolerance applies only to momentary excursions.

3.3.5. Area 45--Precision Approach (Precision Approach Radar [PAR]) (See Note 4, [Table 2.1](#)):

3.3.5.1. **Q.** Performed procedures as directed and IAW applicable flight manual. Smooth and timely response to controller's instructions. Complied with decision height. Position would have permitted a safe landing. Maintained proper/briefed AOA. Maintained glide path with only minor deviations.

3.3.5.1.1. Airspeed +10/-5 knots.

3.3.5.1.2. Heading within 5 degrees of controller's instructions.

3.3.5.1.3. Initiated missed approach (if applicable) at decision height.

3.3.5.2. **Q-**. Performed procedures with minor deviations. Slow to respond to controller's instructions. Position would have permitted a safe landing. Slow to correct to proper/briefed AOA. Improper glide path control.

3.3.5.2.1. Airspeed +15/-5 knots.

3.3.5.2.2. Heading within 10 degrees of controller's instructions.

3.3.5.2.3. Initiated missed approach (if applicable) at decision height, +50/-0 feet.

3.3.5.3. **U**. Performed procedures with major deviations. Did not respond to controller's instructions. Erratic corrections. Exceeded Q- limits. Did not comply with decision height and/or position would not have permitted a safe landing. Erratic glide path control.

3.3.6. Area 46--Precision Approach (Instrument Landing System [ILS]) (See Note 4, [Table 2.1](#)):

3.3.6.1. **Q**. Performed procedures as published and IAW applicable flight manual. Smooth and timely corrections to azimuth and glide slope. Complied with decision height and position would have permitted a safe landing. Maintained proper/briefed AOA.

3.3.6.1.1. Airspeed +10/-5 knots.

3.3.6.1.2. Glide Slope/Azimuth within one dot.

3.3.6.1.3. Initiated missed approach (if applicable) at decision height.

3.3.6.2. **Q-**. Performed procedures with minor deviations. Slow to make corrections or initiate procedures. Position would have permitted a safe landing. Slow to correct to proper/briefed AOA.

3.3.6.2.1. Airspeed +15/-5 knots.

3.3.6.2.2. Glide Slope within one dot low/two dots high.

3.3.6.2.3. Azimuth within two dots.

3.3.6.2.4. Initiated missed approach (if applicable) at decision height, +50/-0 feet.

3.3.6.3. **U**. Performed procedures with major deviations. Erratic corrections. Exceeded Q- limits. Did not comply with Decision Height or position at Decision Height would not have permitted a safe landing.

3.3.7. Area 47--Missed Approach/Climb Out:

3.3.7.1. **Q**. Executed missed approach/climbout as published/directed. Completed all procedures IAW applicable flight manual.

3.3.7.2. **Q-**. Executed missed approach/climbout with minor deviations. Slow to comply with published procedures, controller's instructions or flight manual procedures.

3.3.7.3. **U**. Executed missed approach/climbout with major deviations, or did not comply with applicable directives.

3.3.8. Area 48--Circling/Sidestep Approach:

3.3.8.1. **Q.** Performed circling/sidestep approach in accordance with procedures and techniques outlined in the flight manual and AFMAN 11-217. Aircraft control was positive and smooth. Proper runway alignment.

3.3.8.2. **Q-.** Performed circling/sidestep approach with minor deviations to procedures and techniques outlined in the flight manual and AFMAN 11-217. Aircraft control was not consistently smooth, but safe. Runway alignment varied, but go-around not required.

3.3.8.3. **U.** Circling/sidestep approach not performed in accordance with procedures and techniques outlined in the flight manual and AFMAN 11-217. Erratic aircraft control. Large deviations in runway alignment required go-around.

3.3.9. Area 49--Instrument Cross-Check:

3.3.9.1. **Q.** Effective instrument cross-check. Smooth and positive aircraft control throughout flight. Meets "Q" criteria listed in General Criteria, applicable special events or instrument final approaches.

3.3.9.2. **Q-.** Slow instrument cross-check. Aircraft control occasionally abrupt to compensate for recognition of errors. Meets "Q-" criteria listed in General Criteria, applicable special events or instrument final approaches.

3.3.9.3. **U.** Inadequate instrument cross-check. Erratic aircraft control. Exceeded Q-limits.

3.3.10. Area 50.--Not used.

3.4. QF-16 FCS FLIGHT.

3.4.1. General:

3.4.1.1. Area 51--Auto Takeoff:

3.4.1.1.1. **Q.** Ensured proper aircraft parameters throughout takeoff. Controlled in accordance with flight manual procedures.

3.4.1.1.2. **Q-.** Minor flight manual procedural deviations. Allowed some under or over control at lift-off.

3.4.1.1.3. **U.** Allowed lift-off to be potentially dangerous. Allowed aircraft/controller to exceed aircraft/systems limitations.

3.4.1.2. Area 52--Airwork:

3.4.1.2.1. **Q.** Ensured maneuvers performed IAW brief and aware of aircraft parameters during maneuvers. Adhered to established parameters.

3.4.1.2.2. **Q-.** Slow to recognize and/or take appropriate actions to minimize deviations from briefed parameters. Minor procedural deviations or lack of full considerations for the situation.

3.4.1.2.3. **U.** Allowed aircraft to deviate into unsafe parameters during the maneuver. Exceeded Q- criteria.

3.4.1.3. Area 53--Go-Around:

- 3.4.1.3.1. **Q.** Initiated and performed or told controller to go-around promptly IAW flight manual and operational procedures and directives.
- 3.4.1.3.2. **Q-.** Slow to initiate procedural steps to go-around or tell controller to go-around.
- 3.4.1.3.3. **U.** Did not self-initiate go-around when appropriate or directed. Techniques unsafe or applied incorrect procedures.
- 3.4.1.4. Area 54--FCS Patterns:
 - 3.4.1.4.1. **Q.** Ensured patterns/approaches IAW procedures and techniques outlined by operational procedures and local directives. Ensured aircraft had accurate runway alignment and proper airspeed.
 - 3.4.1.4.2. **Q-.** Slow to recognize and/or take appropriate actions to prevent significant deviations in procedures or local directives. Allowed significant deviations in runway alignment without notifying the controller. Slow to notice deviations from briefed airspeed.
 - 3.4.1.4.3. **U.** Allowed aircraft to fly approaches not IAW procedures and techniques outlined in operational and local directives. Allowed aircraft to have large deviations in runway alignment and airspeed making aircraft approach unsafe.
- 3.4.1.5. Area 55--Remote Approach/Landing:
 - 3.4.1.5.1. **Q.** Ensured landings IAW procedures and techniques outlined in operational and local directives.
 - 3.4.1.5.2. **Q-.** Slow to recognize and/or take appropriate actions to prevent significant deviations from procedures or local directives.
 - 3.4.1.5.3. **U.** Failed to provide input or take control of the aircraft in a timely manner to prevent aircraft damage or runway departure.
- 3.4.1.6. Area 56--Safety Pilot/Controller Coordination:
 - 3.4.1.6.1. **Q.** Appropriately briefed indications and procedures for controller to safety pilot transfer of aircraft control and vice versa. Debriefed control transfers that were not flown as briefed or planned.
 - 3.4.1.6.2. **Q-.** Omitted briefing some indication and/or procedures for controller to safety pilot transfer of aircraft control which subsequently affected the flight. Omitted debriefing transfer of aircraft control procedures which were not IAW the brief or local procedures. Flight safety was not compromised.
 - 3.4.1.6.3. **U.** Did not brief/debrief indications and procedures for controller to safety pilot transfer of aircraft control.
- 3.4.1.7. Area 57-70.--Not used.

Chapter 4

EMERGENCY PROCEDURES EVALUATION CRITERIA

4.1. General Grading Standards: The grading criteria in this chapter are divided into three sections: CAP, Non-CAP Malfunctions and General. Use all sections for criteria applicable to the events performed on the evaluation.

4.2. General:

4.2.1. Areas 201-209--Critical Action Procedures:

4.2.1.1. **Q.** Displayed correct, immediate response to CAP.

4.2.1.2. **U.** Incorrect response for CAP.

4.2.2. Area 210.--Not used.

4.2.3. Areas 211-321--Non-CAP Malfunctions:

4.2.3.1. **Q.** Recognized and analyzed malfunction in a timely manner. Displayed correct, immediate response to emergency situations. Effectively used checklist.

4.2.3.2. **Q-.** Slow to recognize and/or analyze malfunction. Response to certain required steps in emergency procedures was slow/confused. Used the checklist when appropriate, but slow to locate required data and implement guidance.

4.2.3.3. **U.** Unable to analyze problems or take corrective action. Did not use checklist and/or lacked acceptable familiarity with its arrangement or contents.

4.2.4. – Areas 222-225, 229-230, 240-243, 270, 282-285, 292-295, 300, 308-310, 322-325 and 332-337.--Not used.

4.2.5. Area 326--Aircraft General Knowledge:

4.2.5.1. **Q.** Demonstrated thorough knowledge of aircraft systems, limitations and performance characteristics.

4.2.5.2. **Q-.** Knowledge of aircraft systems, limitations, and performance characteristics sufficient to perform the mission safely. Demonstrated deficiencies either in depth of knowledge or comprehension.

4.2.5.3. **U.** Demonstrated unsatisfactory knowledge of aircraft systems, limitations or performance characteristics.

4.2.6. Area 327--Unusual Attitude Recoveries:

4.2.6.1. **Q.** Smooth, positive recovery to level flight with correct recovery procedures.

4.2.6.2. **Q-.** Slow to analyze attitude, or erratic in recovery to level flight. Correct recovery procedures used.

4.2.6.3. **U.** Unable to determine attitude. Improper recovery procedures were used.

4.2.7. Area 328--AFMAN 11-217:

4.2.7.1. **Q.** Procedures performed in accordance with directives, published procedures and techniques outlined in the flight manual and AFMAN 11-217. Complied with decision height and/or MDA; used appropriate descent rate to arrive at MDA at or before VDP/MAP. Displayed effective instrument cross-check and smooth and positive aircraft control throughout.

4.2.7.2. **Q-.** Procedures performed with minor deviations to directives, published procedures and techniques outlined in the flight manual and AFMAN 11-217. Slow to make corrections or initiate procedures; arrived at MDA at or before the MAP, but past the VDP. Displayed slow instrument cross-check and aircraft control occasionally abrupt to compensate for recognition of errors.

4.2.7.3. **U.** Procedures not performed in accordance with directives, published procedures and techniques outlined in the flight manual and AFMAN 11-217. Did not comply with decision height and/or MDA. Displayed inadequate instrument cross-check and erratic aircraft control..

4.2.8. Area 329--HUD-Out Approach:

4.2.8.1. **Q.** Performed approach in accordance with directives, published procedures and techniques outlined in the flight manual and AFMAN 11-217. Maintained proper/briefed AOA. Maintained desired glide path with only minor deviations.

4.2.8.2. **Q-.** Performed approach with minor deviations to directives, published procedures and techniques outlined in the flight manual and AFMAN 11-217. Slow to correct to proper/briefed AOA. Did not always maintain desired glide path control.

4.2.8.3. **U.** Performed procedures with major deviations to directives, published procedures and techniques outlined in the flight manual and AFMAN 11-217. Failed to attain and/or maintain proper/briefed AOA. Displayed erratic glide slope control.

4.2.9. Area 330--Standby/Emergency Instruments:

4.2.9.1. **Q.** Performed approach in accordance with directives, published procedures and techniques outlined in the flight manual and AFMAN 11-217. Maintained proper/briefed AOA. Maintained desired glide path with only minor deviations.

4.2.9.2. **Q-.** Performed approach with minor deviations to directives, published procedures and techniques outlined in the flight manual and AFMAN 11-217. Slow to correct to proper/briefed AOA. Did not always maintain desired glide path control.

4.2.9.3. **U.** Performed procedures with major deviations to directives, published procedures and techniques outlined in the flight manual and AFMAN 11-217. Failed to attain and/or maintain proper/briefed AOA. Displayed erratic glide slope control.

4.2.10. Area 331--Alternate/Divert Airfields:

4.2.10.1. **Q.** Made proper divert decision and correctly performed initial divert execution actions.

4.2.10.2. **Q-.** Slow to make divert decision and/or slow to correctly perform initial divert execution actions.

4.2.10.3. U. Failed to make proper divert decision and/or correctly perform initial divert execution actions.

BURTON M. FIELD, Lt Gen, USAF
DCS, Operations, Plans and Requirements

Attachment 1**GLOSSARY OF REFERENCES AND SUPPORTING INFORMATION*****References***

AFI 11-2F-16 Volume 1, *F-16--Aircrew Training*, 11 Aug 2011
AFI 11-202 Volume 2, *Aircrew Standardization/Evaluation Program*, 13 Sept 2010
AFI 11-202 Volume 3, *General Flight Rules*, 22 Oct 2010
AFI 11-290, *Cockpit/Crew Resource Management*, 15 Oct 2012
AFI 33-360 *Publications and Forms Management*, 25 Sep 2013
AFMAN 11-217V1, *Instrument Flight Procedures*, 22 Oct 2010
AFMAN 33-363, *Management of Records*, 01 Mar 2008
AFPD 11-2, *Aircrew Operations*, 149 Jan 2012
AFPD 11-4, *Aviation Service*, 1 Sep 2004
AF RDS on the AF Portal at the AFRMS link

Forms Adopted

AF Form 8, *Certificate of Aircrew Qualification*
AFTO Form 781, *ARMS Aircrew/Mission Flight Data Document*
AF Form 847, *Recommendation for Change of Publication*
AF Form 4031, *CRM Skills Training/ Evaluation Form*

Abbreviations and Acronyms

ACC—Air Combat Command
AF—Air Force
AOA—Angle of Attack
ARMS—Aviation Resource Management System
ASR—Airport Surveillance Radar
ATC—Air Traffic Control
BFM—Basic Fighter Maneuver
BMC—Basic Mission Capable
C2—Command and Control
CAP—Critical Action Procedure
CPT—Cockpit Procedure Trainer
CRM—Cockpit/Crew Resource Management
DOC—Designed Operational Capability

DRU—Direct Reporting Unit
DVR—Digital Video Recorder
EPE—Emergency Procedures Evaluation
FCS—Fixed Control Site
FE—Flight Examiner
FOA—Field Operating Agency
GPS—Global Positioning System
HUD—Heads-Up Display
IAW—In Accordance With
IFF—Identification, Friend or Foe
ILS—Instrument Landing System
INS—Inertia Navigation System
INSTM—Instrument
IP—Instructor Pilot
MAJCOM—Major Command
MAP—Missed Approach Point
MDA—Minimum Descent Altitude
MSN—Mission
NM—Nautical Mile
OGV—Operations Group Standardization/Evaluation
PA—Privacy Act
PAR—Precision Approach Radar
QUAL—Qualification
RAP—Ready Aircrew Program
RDS—Records Disposition Schedule
ROE—Rules of Engagement
SFO—Simulated Flame Out
TACAN—Tactical Air Navigation
UTD—Unit Training Device
USAF—United States Air Force